



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WHEELING, WV	<b>Accident Number:</b>	BFO88LA016
<b>Date &amp; Time:</b>	02/01/1988, 1703 EST	<b>Registration:</b>	N287W
<b>Aircraft:</b>	DASSAULT DA-20	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	9 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

THE ACFT LANDED AFTER AN ILS APCH TO RWY 03. ACCORDING TO THE PLT SHORTLY AFTER TOUCHDOWN HE SAW DEER AHEAD ON THE RWY. BEFORE HE COULD TAKE EVASIVE ACTION THE ACFT STRUCK TWO DEER. AFTERWARDS BRAKE PRESSURE WAS LOST. THE PLT STEERED THE ACFT ONTO GRASS OFF THE RIGHT SIDE OF THE RWY TO AVOID GOING PAST THE RWY END AND DOWN A HILL. EXAMINATION OF THE ACFT REVEALED THAT THE DEER WERE STRUCK WITH THE LEFT MAIN GEAR, FRACTURING A HYDRAULIC BRAKE LINE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) WEATHER CONDITION - FOG
  2. (C) OBJECT - ANIMAL(S)
  3. (C) CLEARANCE - NOT POSSIBLE
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Occurrence #2: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

4. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - DISABLED
5. BRAKES(NORMAL) - UNAVAILABLE
6. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/06/1987
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	8175 hours (Total, all aircraft), 2816 hours (Total, this make and model), 7382 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DASSAULT	<b>Registration:</b>	N287W
<b>Model/Series:</b>	DA-20 DA-20	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	194
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	12
<b>Date/Type of Last Inspection:</b>	01/01/1988, Unknown	<b>Certified Max Gross Wt.:</b>	27337 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo Jet
<b>Airframe Total Time:</b>	7163 Hours	<b>Engine Manufacturer:</b>	GE
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	CF-700-2D2
<b>Registered Owner:</b>	NEVADA FLYCO INC	<b>Rated Power:</b>	4500 lbs
<b>Operator:</b>	NEVADA FLYCO INC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	HLG, 1196 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1709 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 1600 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	CANTON, OH (CAK)	Type of Flight Plan Filed:	IFR
Destination:	WHEELING, WV (HLG)	Type of Clearance:	IFR
Departure Time:	1635 EST	Type of Airspace:	Class E

## Airport Information

Airport:	WHEELING-OHIO COUNTY (HLG)	Runway Surface Type:	Asphalt
Airport Elevation:	1196 ft	Runway Surface Condition:	Wet
Runway Used:	3	IFR Approach:	ILS
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	7 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	9 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	Report Date:	03/13/1989
Additional Participating Persons:	DAVID KOUNTZ; WEST MIFLIN, PA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).